

HUNTINGTON BIKEWAY AND PEDESTRIAN SAFETY PROJECT

Council Meeting

November 10, 2020

Jimmy Tan, P.E.

Public Works Director



Agenda

1. Background
2. Conceptual Project in Walk 'N Bike Plan
3. Proposed Revised Project
4. Grant Application
5. Next Steps
6. Recommendations

Background

- General Plan
- Transit Corridors Plan
- Walk 'n Bike Plan
 - Adopted July 26, 2016
 - Huntington Avenue from Centennial Way Trail to Downtown



City of San Bruno Walk 'n Bike Plan

Adopted July 26, 2016

Prepared by Eisen | Letunic
with Parisi Transportation Consulting



Conceptual Project in Walk 'n Bike Plan



EXAMPLE FACILITY: TWO-WAY PROTECTED BIKEWAY

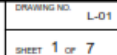
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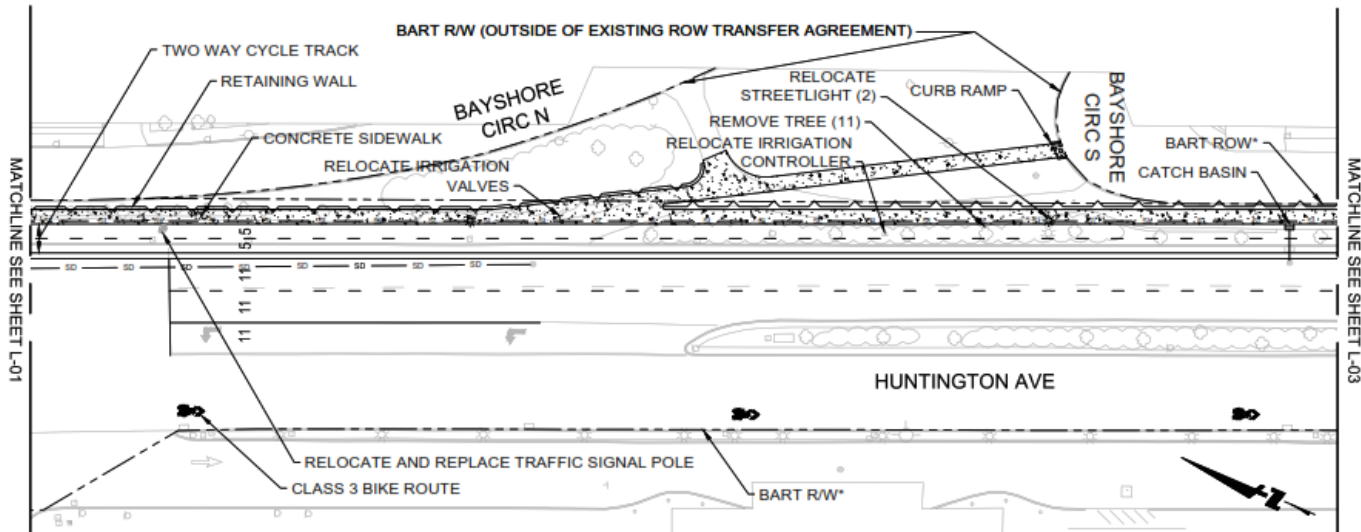
- ① SHARED LANE MARKING TO INDICATE BIKE ROUTE (CLASS III, SB ONLY)
- ② RAISED BUFFER
- ③ TWO-WAY SEPARATED BIKEWAY (CLASS IV)
- ④ PEDESTRIAN STREETScape IMPROVEMENTS AND LIGHTING

Proposed Revised Project

- Keep existing vehicle travel lanes
- Construct a two-way cycle track
- Install “sharrow” pavement markings in the rightmost, southbound lane along with bike route signage.
- Construct a separate walking path adjacent to the cycle track
- Install pedestrian-scale lighting and other amenities like landscaping where feasible to enhance the biking and walking experience





**NOTES:**

1. LANE WIDTHS IN FEET.
2. MEDIAN CURB WITH SPACED OPENINGS FOR DRAINAGE.
3. (NOT SHOWN ON PLANS) PEDESTRIAN SCALE LIGHT POLE BETWEEN EACH RELOCATED STREETLIGHT.

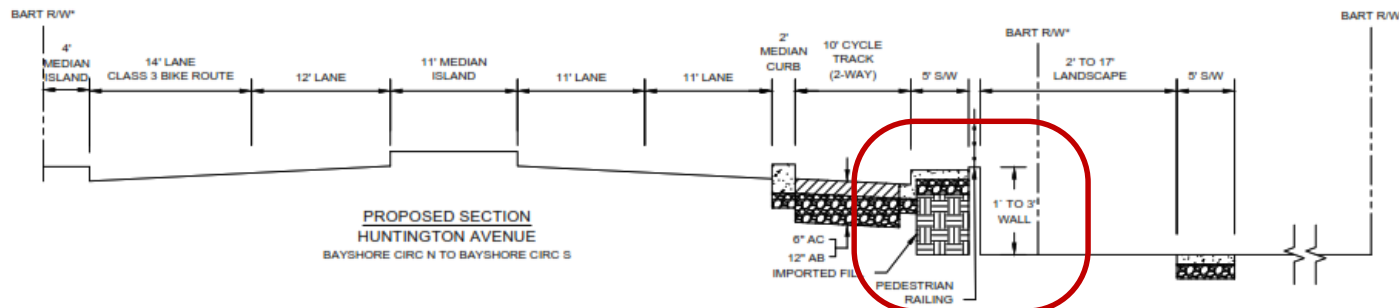
* THERE IS AN EXISTING AGREEMENT BETWEEN BART AND CITY OF SAN BRUNO (CITY) TO TRANSFER ENTIRETY OF HUNTINGTON AVE TO THE CITY. ROW TRANSFER IS CURRENTLY IN PROCESS. SEE APPLICATION ATTACHMENT K FOR A DETAILED EXPLANATION.

LEGEND:

- ASPHALT
- CONCRETE
- MEDIAN CURB
- RETAINING WALL
- SL STREETLIGHT CONDUIT
- SD STORM DRAIN



**EXISTING SECTION
HUNTINGTON AVENUE**
BAYSHORE CIRC N TO BAYSHORE CIRC S



**PROPOSED SECTION
HUNTINGTON AVENUE**
BAYSHORE CIRC N TO BAYSHORE CIRC S

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DATE PROJECT ENGINEER, DAVID WONG, P.E.

DATE



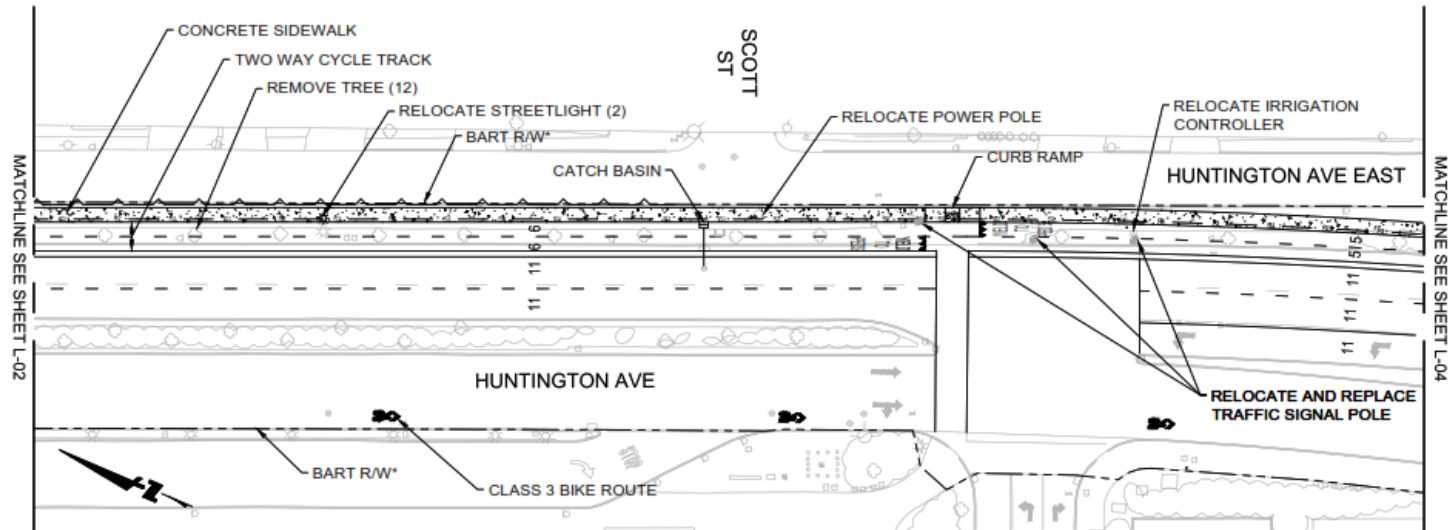
CITY OF SAN BRUNO
DEPARTMENT OF PUBLIC WORKS
367 E. CAMINO REAL
SAN BRUNO, CALIFORNIA 94065
(650) 616-7395 FAX (650) 795-1443

DRAWN BY: DR AUG 2020
DESIGNED BY: DR AUG 2020
REVIEWED BY: DR AUG 2020

SCALE
1" = 40'
PROJECT NO.

HUNTINGTON AVENUE CYCLE TRACK
CONCEPTUAL DESIGN

DRAWING NO. L-02
SHEET 2 OF 7



EXISTING SECTION
HUNTINGTON AVENUE
 BAYSHORE CIRC S TO SCOTT ST

PROPOSED SECTION
HUNTINGTON AVENUE
 BAYSHORE CIRC S TO SCOTT ST







Labels in diagram: BART R/W, 4' MEDIAN ISLAND, 14' CLASS 3 BIKE ROUTE, 12' LANE, 11' MEDIAN ISLAND, 11' LANE, 11' LANE, 2' MEDIAN CURB, 10' CYCLE TRACK (2-WAY), 5' S/W, 6" AC, 12" AB, IMPORTED FILL, PEDESTRIAN RAILING, 1' TO 3" WALL.

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 STREETLIGHT CUT
 STORM DRAIN



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								DESIGNED BY: DW AUG 2020	PROJECT No.					
								REVIEWED BY: PK AUG 2020						
CITY ENGINEER, HAZ WONG RITCHIE, P.E.				DATE	PROJECT ENGINEER, DAVID WONG, P.E.		DATE							SHEET 3 of 7

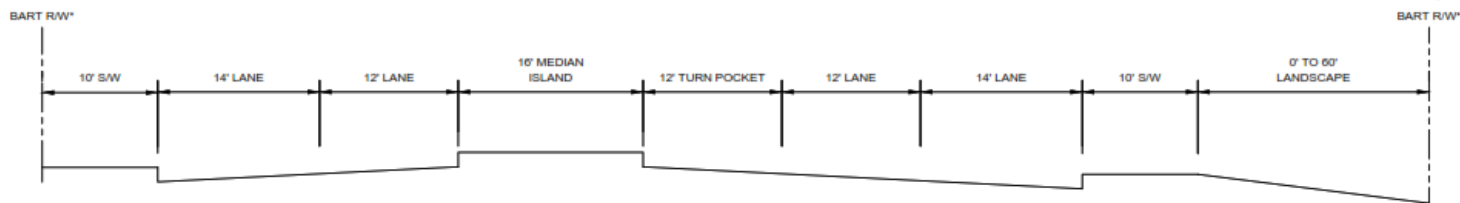


Diagram illustrating the proposed 60-foot wide roadway cross-section, showing the following components from left to right:

- 10' S/W
- 14' LANE CLASS 3 BIKE ROUTE
- 12' LANE
- 16' MEDIAN ISLAND
- 11' TURN POCKET
- 11' LANE
- 11' LANE
- 2' MEDIAN CURB
- 10' CYCLE TRACK (2-WAY)
- 5' S/W
- 0' TO 50' LANDSCAPE

The diagram is bounded by BART R/W* on the left and BART R/W on the right.

- LEGEND:**

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DEPARTMENT OF PUBLIC WORKS
567 E1 CAMINO REAL
SAN BRUNO, CALIFORNIA 94066
650-616-7065 FAX 650-794-1443

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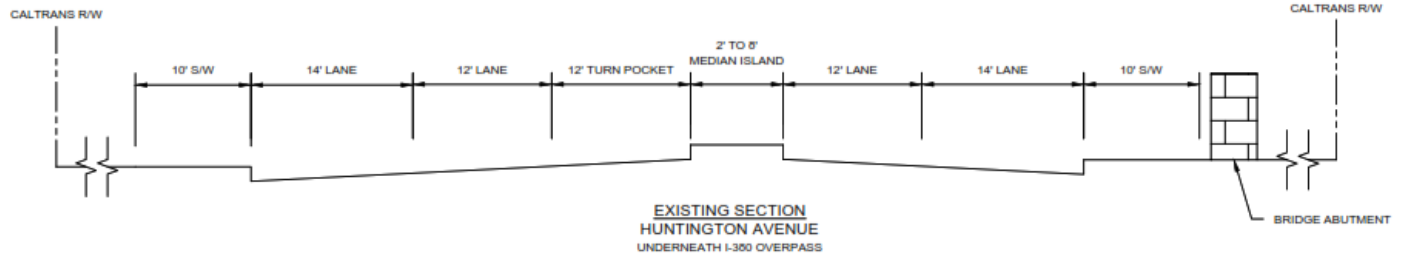
SCALE
1" = 40'

PROJECT No.

HUNTINGTON AVENUE CYCLE TRACK
CONCEPTUAL DESIGN

DRAWING NO. L-04

SHEET 4 OF 7



1. LANE WIDTHS IN FEET.
2. MEDIAN CURB WITH SPACED OPENINGS FOR DRAINAGE.
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E

CALTRANS R/W

10' S/W

14' LANE
CLASS 3 BIKE ROUTE

12' LANE

12' TURN POCKET

1' TO 7' MEDIAN ISLAND

10' LANE

10' LANE

2' MEDIAN CURB

10' CYCLE TRACK
(2-WAY)

5' S/W

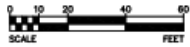
BRIDGE ABUTMENT

CALTRANS R/W

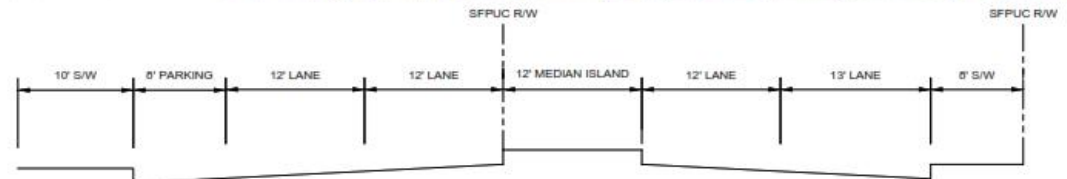
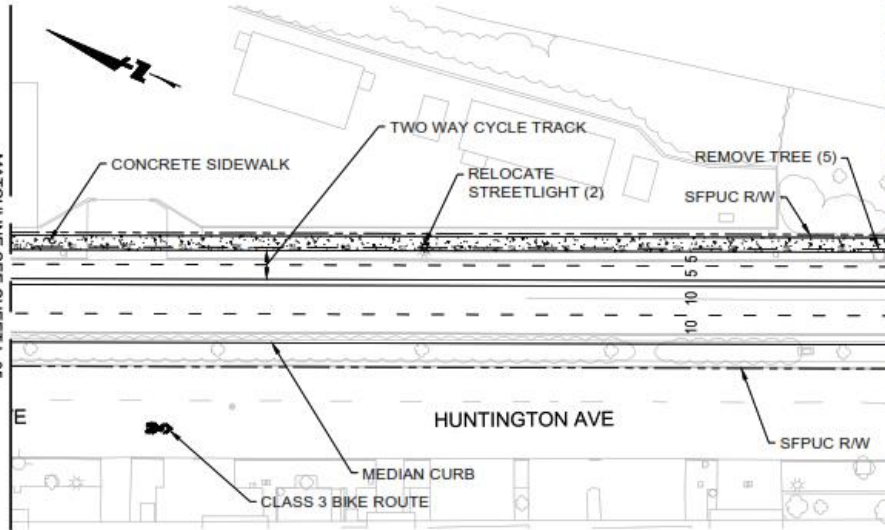
PROPOSED SECTION
HUNTINGTON AVENUE
UNDERNEATH I-300 OVERPASS

6" AC
12" AB

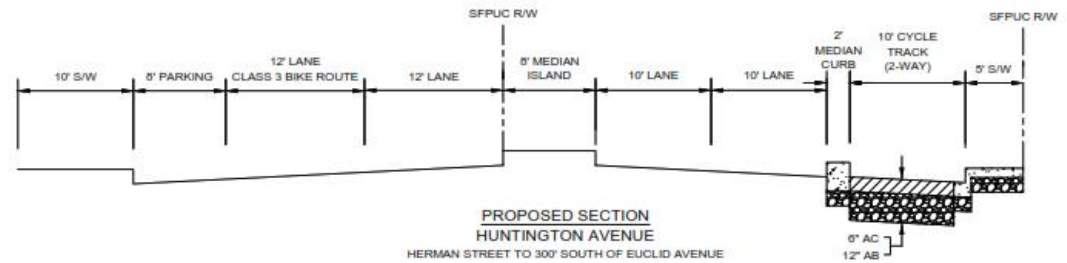
 ASPHALT
 CONCRETE
 MEDIAN CURB
 RETAINING WALL
 STREETLIGHT CUT
 STORM DRAIN



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						DESIGNED BY: DW	AUG 2020	PROJECT NO.			
						REVIEWED BY: HK	AUG 2020				
CITY ENGINEER, HAZ WONG RITCHIE, P.E.				DATE	PROJECT ENGINEER, DAVID WONG, P.E.	DATE				SHEET	5 of 7



EXISTING SECTION
HUNTINGTON AVENUE
HERMAN STREET TO 300' SOUTH OF EUCLID AVENUE



PROPOSED SECTION
HUNTINGTON AVENUE
HERMAN STREET TO 300' SOUTH OF EUCLID AVENUE

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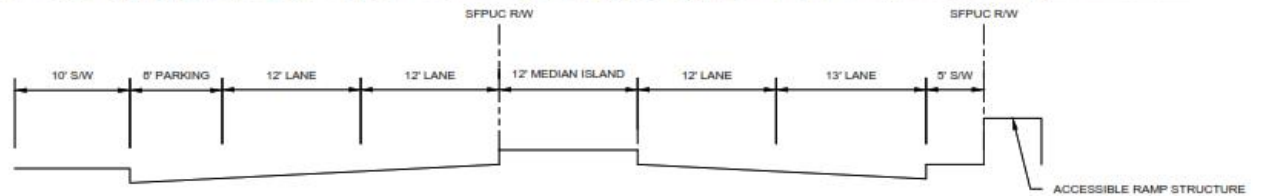
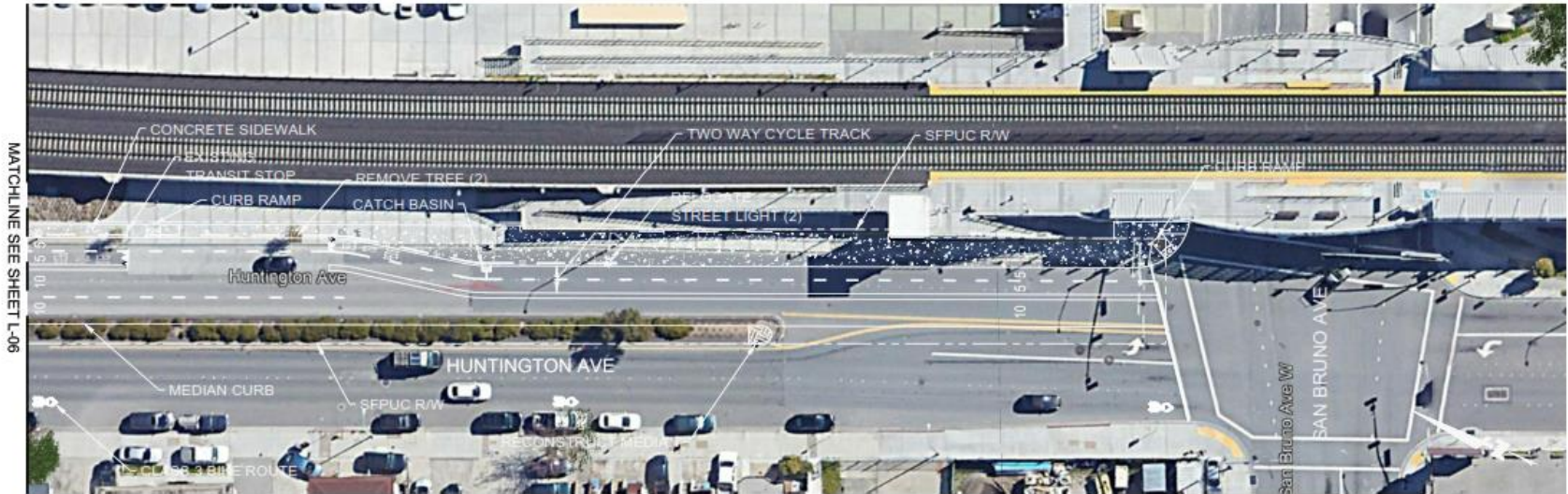


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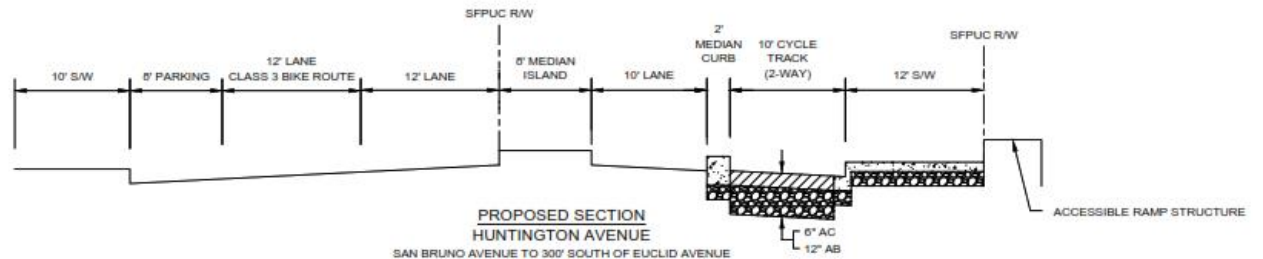
CITY ENGINEER, HAN WON RITCHIE, P.E.	DATE	PROJECT ENGINEER, DAVID WONG, P.E.	DATE
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HUNTINGTON AVENUE CYCLE TRACK CONCEPTUAL DESIGN	DRAWING NO. L-06 SHEET 6 OF 7
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EXISTING SECTION
HUNTINGTON AVENUE
SAN BRUNO AVENUE TO 300' SOUTH OF EUCLID AVENUE



PROPOSED SECTION
HUNTINGTON AVENUE
SAN BRUNO AVENUE TO 300' SOUTH OF EUCLID AVENUE

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SAN BRUNO, CALIFORNIA 94066
800-455-7065 FAX 650-756-1143

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CONCEPTUAL DESIGN

DRAWING NO. L-07
SHEET 7 OF 7

Grant Application

- 2017 - Metropolitan Transportation Commission (MTC)
One Bay Area Grant 2 program (OBAG2)
 - Received: \$914,000
 - Local match: \$285,000
- 2020 - San Mateo County Transportation Authority (TA)
Pedestrian and Bicycle Program
 - Granted: \$1,400,000 or \$2,000,000
 - \$1.4M guaranteed, however, the additional \$600k is contingent upon securing additional funds.
- 2020 – Active Transportation Program (ATP) Cycle 5
 - Requested: \$6,670,000

Fiscal Impact and Alternative

Fiscal Impact

- No appropriation requested
- TA requires City to commit to \$4.7 million difference but it's contingent on City receiving additional grant funding for full project scope
- If City is unable to secure grant funding for full project, TA grant will be reduced to \$1.4 million sufficient for segment from Herman to San Bruno Avenue (Phase 1)

Alternative

- Do not adopt the resolution and withdraw the application for grant funding from the TA Pedestrian and Bicycle Program.

Next Steps

- Complete traffic study
- Resolve easement issues
 - BART and SFPUC
- Seek additional grant opportunities

Recommendations

- Adopt Resolution Supporting the Huntington Bikeway and Pedestrian Safety Project and Submitting an Application to the San Mateo County Transportation Authority for Pedestrian and Bicycle Program Funding

Questions?